The existing five international airports at Delhi, Bombay, Calcutta, Madras and Trivandrum are at present, adequate to cater to international traffic..

Construction of new airports in the North Eastern Region

7704. SHRI BHADRESWAR GOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to construct new airports in the North-Eastern Region;

(b) whether Government are aware that the State capitals like Itanagar, Aizwal and Kohima are without an airport till date; and

(c) if so, by when these State capitals will have their own airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) It is proposed to set up new airports at Lengpui in Mizoram and Tura in Meghalaya.

* (b) and (c) Aizwal already has an aerodrome, Kohima and Itanagar are served by Dimapur and Lilabari airports which are at a distance of 80 km. and 65 km. respectively. AAI has no plan to canstruct new airports in these State capitals.

Pay pattern of ITDC employees

7705. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state;

(a) whether pay scales of Executives and non-Executive employees under IDA pay pattern have not yet been finalised for the employees appointed after 1st January, 1989 in India Tourism Developlment Corporation though they have been granted Model Industrial Dearness Allo wance Pay Scale of DPE on 28th October, 1992;

(b) how much more time it will take 'to 'finalise the same and whether ITDC will give any interest on the arrear pay ment from 1st January, 1989 or due date to the employees, and

(c) if so, the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) and (c) The matter is being examined. Instructions have been issued for expeditious decision in the matter.

Profit and Revenue earned by International Airports

7706. SHRI GOPALSINH G. SOLANKI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the profits and revenue earned by the six International Airports owned by international Airports Authority of India at Ahmedabad, Bombay, Calcutta, Delhi, Madras nad Tiruvanthapuram during the period from 1st January, 1992 to December, 1994, airport-wise and month wise;

(b) what are the figures of airport income on account of landing charges airport entry tickets, airport contractors fees, monthly rents and ground rents; and

(c) the airport which is more profitable and what is its income per day from .. every aspect from the above said airports?

THE MINISTER OF CIVIL AVIA-TION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) There are five international airports at Bombav, Calcut-ta Delhi. Madras and Trivandarum. The airport at Ahmedabad is a domestic airport. Major sources of income at these airports are landing and parking: charge's, cargo revenue and non-traffic revenue, such as,' passenger service fee visitors entry fee, rents and services and other miscellaneous income.. The accounts are maintained on the financial year basis. Source-wise revenue and airport-wise profit of international airports earned for the "years' 1992-93, 1993-94 and 1994-95

(upto December, 1994) are annexed at Statement. (See below) Delhi airport was the most profitable and its income per day was Rs. 33.08 lakhs and profit before tax per day was Rs. 16.27 lakhs during 1993-94.

Statement

Annual Revenue and profit figures for five International Airports

(Rupees in Lakhs)

Airport	Year	Landing & Parking	Visitors Fee	Rent & Service	Other Non Traffic Revenue	Cargo Revenue	Profit Before Tax
Bombay	1992-93	7645.29	8.48	1008.98	1787.13	1295.43	4712.69
	1993-94	8431.28	6.82	2345.48	720.30	1223.17	4316.54
	*1994-95	7549.53	18.71	2374.88	617.68	1536.73	7392.43
Calcutta	1992-93	1068.49	62.84	149.71	208.56	270.01	289.17
	1993-94	1209.93	62.59	271.64	102.50	434.07	302.68
	*1994-95	1034.02	62.60	273.43	276.27	348.83	494.43
Delhi	1992-93	5364.44	70.70	682.22	941.64	1973.44	3235.74
	1993-94	6697.59	104.89	1555.03	707.55	3008.92	5938.05
	*1994-95	5969.10	85.90	2067.84	681.91	2083.00	4846.83
Madras	1992-93	1279.27	88.70	194.25	242.68	557.43	308.30
	1993-94	1612.11	92.12	390.55	121.01	966.68	905.35
	*1994-95	1536.07	78.62	393.34	41.45	865.58	1335.61
Trivandrum	1992-93	478.76	44.28	31.28	62.24	68.62	—79.93
	1993-94	554.99	47.68	85.42	24.69	37.04	—230.44
	*1994-95	425.13	52.05	86.28	19.13	..	106.66

*the year 1994-95, the Revenue figures are upto December, before Tax if provisional.

इंडियन एयरलाइंस को हुआ घाटा

7707. **श्री संघ प्रिय गौतम** : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इंडियन एयरलाइंस घाटे में चल रही है ;

(ख) यदि हां, तो इस घाटे की किस प्रकार पूर्ति की जा रही है ;

(ग) गत तीन वर्षों के दौरान इंडियन एयरलाइंस को वर्षवार और क्षेत्रवार कुल कितना घाटा हुआ है ;

(घ) इन घाटों को पूरा करने के लिए कौन सी एजेंसी इंडियन एयरलाइंस को धन प्रदान कर रही है ; और

(ङ) इंडियन एयरलाइंस अपने भारी घाटों को ध्यान में रखते हुए वर्ष